U.S. Department of Transportation
Federal Aviation Administration

Advisory Circular.

Subject: AIRPORT SAFETY SELF-INSPECTION

Date: 5/2/88
Initiated by: AAS-300

AC No: 150/5200-18B
Change:

1. PURPOSE. This Advisory Circular (AC) provides information to airport operators on airport self-inspection programs and identifies items that should be included in such a program.

2. FOCUS. Development of a self-inspection program, in accordance with this AC, represents an acceptable means of compliance with the FAR Part 139 requirements.

3. CANCELLATION. Advisory Circular 150/5200-18A, Airport Safety Self-Inspection, dated 12/18/85, is cancelled.

4. RELATED READING MATERIAL.

a. Federal Aviation Regulations (FAR) Part 139, Certification and Operations: Land Airports Serving Certain Air Carriers. While the regulations in FAR Part 139 are mandatory at certificated airports, they contain many safety practices recommended for use at all airports.

b. FAR Part 77, Objects Affecting Navigable Airspace.

c. Current editions of the following advisory circulars:

(1) AC 139.201-1, Airport Certification Manual (ACM) & Airport Certification Specifications (ACS). This reference is pertinent for certificated airports only.

(2) AC 150/5340-26, Maintenance of Airport Visual Aid Facilities.

(3) AC 150/5370-2, Operational Safety on Airports During Construction.

(4) AC 150/5340-1, Marking of Paved Areas on Airports.

(5) AC 150/5230-4, Aircraft Fuel Storage, Handling, and Dispensing on Airports.

(6) AC 150/5200-23, Airport Snow and Ice Control.

(7) AC 150/5340-21, Airport Miscellaneous Lighting Visual Aids.

(8) AC 150/5200-28, Notices to Airmen (NOTAMS) for Airport Operators.

(9) AC 150/5210-5, Painting, Marking, and Lighting of Vehicles Used on an Airport.

(10) AC 150/5340-24, Runway and Taxiway Edge Lighting System.

(11) AC 150/5300-4, Utility Airports -- Air Access to National Transportation.

(12) AC 150/5300-12, Airport Design Standards, Transport Airports.

d. Videotape, Airport Self-Inspections. For availability reference AC 150/5200-29 or contact your nearest FAA Airports Office.

e. All FAA advisory circulars are listed in the Advisory Circular Checklist, AC 00-2.1 which is published periodically. The Checklist also explains how to obtain the circulars. You may wish to request the Checklist by writing to the Utilization & Storage Section, M-443.2, Department of Transportation, Washington, D.C. 20590.

5. BACKGROUND.

a. While some hazardous airport conditions develop virtually instantaneously, others are gradual. It is important to have an airport safety self-inspection program that monitors specific areas so that small problems do not have the chance to grow into safety hazards.

b. A number of airports have some form of a safety self-inspection program. The programs used vary in scope and effectiveness from verbal instructions and unscheduled and unrecorded inspections

to very comprehensive inspection programs with multiple daily schedules and widely distributed responsibilities. Under FAR Part 139, all airports serving scheduled or unscheduled passenger operations of an air carrier with aircraft having a seating capacity of more than 30 passengers must have an airport operating certificate or a limited airport operating certificate. One of the requirements of FAR Part 139 is that the operator of each certificated airport regularly conduct a daily safety self-inspection to ensure that prompt corrective action is taken to eliminate unsafe conditions on the airport. The details of the self-inspection program are spelled out in the airport certification manual.

c. This AC suggests components, responsibilities, and items for regularly scheduled, continuous surveillance, periodic condition and special inspections, and checklists for use during any of these airport safety self-inspection. This guidance can be modified as necessary to meet local situations. The information and suggestions in . this publication serve as a basis by which airports, for certification or safety inspection purposes, may develop their own safety self-inspection programs.

6. RESPONSIBILITIES.

a. Safety Self-Inspection. Self-inspection is a primary responsibility of the airport owner, operator, or a duly authorized representative. It is customary to assign the job of assuring overall airport ground safety to the airport manager or operations supervisor. Primary attention should be given to such operational items as pavement areas, safety areas, markings and signs, lighting, aircraft rescue and firefighting, fueling operations, navigational aids, ground vehicles, obstructions, public protection, wildlife hazard management, construction, and snow and ice control. Inspection of areas which have been assigned to individual air carriers, fixed base operators, or other tenants can be made the responsibility of the user, with airport management retaining overall inspection supervision, as management cannot delegate their responsibility for operating the airport safely.

b. Recommended Inspection Frequency.

(1) Regularly scheduled inspection. Regularly scheduled inspection. The airport should be inspected at least daily when activities are at a relatively low operational level in order to create the least impact on airport operations.

(2) Continuous surveillance. Those activities and facilities that have been identified to require continuous surveillance should be inspected any time personnel are in the air operations area.

(3) Periodic condition evaluation. Periodic condition evaluation of activities and facilities can be conducted on a regularly scheduled basis but less frequently than daily. The time interval could be weekly, monthly, or quarterly depending on the activity or facility.

(4) Special inspection. Special inspections of activities and facilities should be conducted after receipt of a complaint or when an unusual condition or unusual event occurs on the airport, such as an accident or incident.

c. Inspection Recording. An effective safety inspection establishes procedures for reporting deficiencies so that they can be corrected. The operator should issue a Notice to Airmen (NOTAM) through the appropriate Flight Service Station (FSS) reporting deficient conditions which could have an immediate and critical impact on the safety of aircraft operations. When corrective actions have been taken, the NOTAM should be cancelled. For even the smallest airport, it is desirable to use a safety self-inspection checklist which constitutes a written record of conditions noted, and acts as a check on followup actions taken. The scheduled use of a dated checklist will assure the regularity and thoroughness of safety inspections and follow-up. The checklist can be an important administrative tool for airport management. It is most desirable to use a format (see examples, Appendices 1-4) in which each inspected area of the airport complex is positively noted. Retain the checklist until indicated actions are completed. Airports certificated under FAR Part 139 must retain the regularly scheduled inspection checklist for 6 months. Airports may use additional, specialized materials and forms, such as maintenance work orders, Notice to Airmen (NOTAMs), fire station and first aid reports, etc.. However, the regularly scheduled inspection checklist should be the basic log indicating that safety inspection responsibilities are being met.

d. Followup. Followup on complaints or requests for corrective action and on all deficient items or problem areas noted during the daily inspection. Determine which problems require immediate attention and treat those with highest priority, including developing appropriate NOTAM notification.

7. KNOWLEDGE AND EQUIPMENT FOR SELF-INSPECTION.

Airport personnel who conduct safety self-inspections should:

a. Know the location and types of airport facilities and airport rules and regulations.

b. Know the standards applicable to the airport. Applicable standards can be found in the FAA Advisory Circulars listed in paragraph 3c.

c. Have a vehicle with a two-way ground control radio capable of communicating with the Air Traffic Control Tower on controlled airports; a beacon for nighttime inspections and either a beacon or checkered flag for daytime inspections.

d. Know and use correct radio communication procedures and techniques.

e. Be supplied with checklists covering the various inspection areas (suggested airport safety self-inspection checklists are contained in Appendices 1-4). While format of checklists vary, it is important to develop a checklist that is useful for the airport and its operation. If certain inspectors will be responsible for only certain items, separate checklists pertinent to those areas may be developed. A sketch of the airport should accompany the checklist so that the location of problems can be marked for easy identification.

f. Review the most recently completed checklist from the previous inspection cycle prior to beginning the inspection.

g. If construction is in progress, be familiar with the safety plan for the project.

h. If the airport is certificated under FAR Part 139, be familiar with the airport certification manual/specification requirements concerning self-inspection.

8. COMPONENTS OF A SAFETY SELF-INSPECTION. A successful safety self-inspection program has four components:

a. A regularly scheduled inspection of physical facilities (which must be conducted daily at FAR Part 139 airports with an operating certificate);

b. Continuous surveillance of certain airport activities, such as fueling operations, construction, airfield maintenance;

c. A periodic condition evaluation program for such things as surveying approach slopes, obstructions, etc.; and

d. Special inspections during unusual conditions or situations, such as changing weather or days of unusually high flight activity.

9. REGULARLY SCHEDULED INSPECTION. The regularly scheduled inspection consists of specific observations of airport physical facilities on at least a daily basis. This inspection should concentrate on the areas described in this section which are also included in Appendix 1. If deficiencies exist, indicate the item and identify its location on a sketch. If necessary, provide dimensions and depths. Take photographs, if appropriate, to document the condition.

a. Pavement Areas. The condition of pavement surfaces is an important part of airport safety. Pavement inspection should be conducted before beginning flight operations to ensure pavement surfaces are clear. As a minimum, a daily inspection should be performed of all paved areas which are the responsibility of the operator or included in its Airport Operating Certificate.

(1) Check the pavement lips--the area between full-strength pavement and shoulders or paved shoulders and safety areas--to assure that they are no greater than necessary to allow water to drain off the pavement. A lip height no greater than 1-1/2 inches is usually sufficient to allow proper drainage. (At airports subject to FAR Part 139, any lip exceeding 3 inches is a violation.)

(2) Determine if there are any cracks wide enough to cause directional control problems for an aircraft. Report and monitor these cracks.

(3) Determine if there are any holes that could cause directional control problems for an aircraft. (At airports subject to FAR Part 139, any hole that cannot be covered by a 5-inch circle, and the side slope at any point in the hole that exceeds 3 inches in depth is 45 degrees or greater, is a violation. If the hole cannot be covered by a 5-inch circle but the side slope at any point in the hole that exceeds 3 inches in depth is less than 45 degrees, it may be a violation if it is determined to be a surface variation that could impair directional control of an air carrier aircraft.)

(4) Check the condition of pavement areas for scaling, spalling, bumps, low spots, and for debris that could cause foreign object damage to aircraft.

(5) Check for vegetation growth along runway and taxiway edges that may impede drainage from the pavement surface.

(6) Check for vegetation growth in cracks.

b. Safety Areas. The inspector should know the dimensions of the runway and taxiway safety areas at the airport.

(1) Determine if there are any hazardous ruts, depressions, humps or variations from the normal smooth surface.

(2) Check to ensure no object is located in a safety area, except objects that must be in the safety areas because of their functions (such as runway lights, signs, or navigational aids).

(3) Determine if the base for any equipment in safety areas is at grade level (especially during the winter thaw) and mounted on frangible couplings.

(4) Check to ensure that manhole and handhole covers are at grade level and mounts for light fixtures are at grade level. (At airports subject to FAR Part 139, the frangible point must be no higher than 3 inches above grade.)

(5) Check for damage caused by rodents or other animals.

c. Markings and Signs. Airport markings and signs provide important information to pilots during takeoff, landing, and taxiing. Airport markings and signs should be standardized to avoid confusion and disorientation. The inspector should know the appropriate markings and signs at the airport.

(1) Check markings for correct color coding, peeling, blistering, chipping, fading, and obscurity due to rubber buildup.

(2) Check signs to ensure they are the correct color coding, easy to read, and that all lights are working and not obscured by vegetation, dirt, snow, etc.

(3) Check to see if all taxiway hold position markings and runway designation signs are in good condition from a visibility standpoint and the sign lights are working.

(4) Check signs to ensure they are frangibly mounted.

(5) Check to see that signs are not missing, that they have the correct legend and orientation, and that they have no broken panels.

d. Lighting. At night and during periods of low visibility, lighting is important for safe airport operations. Lights come in different shapes, sizes, colors, and configurations and can be located either in the pavement or along its edges.

(1) Check to ensure that the following are operable, if installed, and that the optical systems are not obscured by vegetation or deposits of foreign material.

(i) Runway and taxiway edge lights.

(ii) Apron edge lights.

(iii) Runway centerline and touchdown zone lights.

(iv) Taxiway centerline lights.

(v) Taxiway edge or centerline reflectors.

(vi) Guidance signs.

(2) Check that the following are operable, if installed:

(i) Floodlights.

(ii) Obstruction lights.

(iii) Lighting in fuel storage area.

(3) Report all fixtures missing and lights that are not working.

(4) Report any missing or broken light fixture lenses.

(S) Ensure that runway and taxiway lights and runway threshold lights are the proper color and are oriented correctly.

(6) Check that lights function properly through the manual or radio control features, and that photocell controls function properly.

e. Navigational Aids. The inspection should concentrate on the visual navigational aids owned by the airport. However, the inspector should observe any navigational aids owned or operated by others and report any observed problems immediately to the appropriate responsible owner.

(1) Determine if the segmented circle is clear of vegetation and that it can be seen easily from the air.

(2) Determine if the airport rotating beacon is visible and working properly.

(3) Check the wind cone to ensure that it swings freely and, if lighted, that all lights are operating.

(4) Determine if the Runway End Identifier Lights (REIL's) are flashing, and mounted on frangible couplings.

(5) Check Visual Glide Slope Indicators (VASI's, PLASI's, or PAPI's) to ensure that their lights are working and mounted on frangible couplings.

f. Obstructions. The inspection should concentrate on a visual check of construction underway on or near the airport that could affect aircraft operations.

(1) Check to ensure that construction equipment, especially tall cranes being used at construction sites, are not an obstruction. If construction is found and thought to create an obstruction, the airport should determine if proper notification to FAA, such as is required through FAR Part 77 or Airport Layout Plan review, has been provided.

(2) Determine if obstructions are properly marked and lighted.

(3) Any person proposing construction near a public-use airport meeting the notice requirements contained in FAR Part 77, Objects Affecting Navigable Airspace, should be directed to the Air Traffic Division or Airports District Office immediately if their construction has not been reported to the FAA.

g. Fueling Operations. The inspection should concentrate on the fuel farm and include security, fire protection and general housekeeping, and fuel dispensing facilities and procedures.

(1) Check grounding clips and cables to ensure they are available and in good condition.

(2) Determine if the operator is permitting any unsafe fueling practices.

(3) Check to ensure that the appropriate signs for the fuel farm are installed and that all gates are capable of being closed and locked.

(4) Determine if the fuel farm is clean, not littered with debris, vegetation is not growing in or around the area, and any flammable material is removed.

(5) Report any leaks and fuel spills in the fuel farm.

h. Snow and Ice. The inspection of snow and ice at the airport should concentrate in recognizing dangerous conditions so that they can be corrected.

(1) Determine if any lights and signs are obscured by snow or damaged by snow removal operations.

(2) Check to ensure that snow banks and drifts next to the runway and taxiways provide clearance for aircraft wing tips, engines, and propellers.

(3) Check to ensure that snow is not piled across the runway threshold.

(4) Check to be sure that no foreign objects are left on the pavement from snow removal operations.

(5) Check to ensure that snow removal operations have not blocked any taxiways or access routes dedicated for aircraft rescue and firefighting equipment.

(6) Check to ensure that snow is not accumulated or piled in the critical areas for electronic navaids.

(7) Check for any slippery pavement conditions.

i. Construction. The inspection should focus on construction activities on the airport to ensure that a high level of safety is maintained.

(1) Determine if stockpiled materiel and construction materials are properly stored to keep them from being moved by wind, jet blast, or propwash.

(2) Check all construction adjacent to movement areas to ensure areas are identified with conspicuous marking and lighting.

(3) Determine if heavy construction equipment (such as bulldozers, cranes, etc.) are marked and lighted and parked clear of the safety areas.

(4) Check to determine that stockpiles and stored equipment are not left in safety areas.

(5) Check to ensure that debris and foreign objects are continuously being picked up around construction areas.

j. Aircraft Rescue and Firefighting.

(1) At applicable airports, check aircraft rescue and firefighting equipment availability.

(2) Determine that all required firefighting trucks are in operable condition and adequate crews are available.

(3) Insure communications systems are operable.

(4) Determine the adequacy of the firefighting agents on hand.

(k) Public Protection. Check gates, fencing, locks, etc., for security.

(l) Wildlife Hazard Management. Check for dead birds or animals on the runways, taxiways, aprons, and ramps or other signs that wildlife problems may have developed – such as large flocks of birds on or adjacent to the airport.

10. CONTINUOUS SURVEILLANCE. Continuous surveillance consists of general observation of activities for compliance with regulations, proce-

dures, etc., as well as abnormalities with physical facilities that are readily apparent. This is performed any time personnel are on the air operations area. Continuous surveillance of airport physical facilities and activities should cover at least the areas described in this section which are also included in Appendix 2.

a. Ground Vehicles.

(1) Determine if procedures and arrangements for the orderly operations of ground vehicles (including mowing machines in the safety areas) are being followed.

(2) Report any deficiencies, if appropriate.

b. Fueling Operations.

(1) Continuous surveillance of fueling operations should emphasize fire and explosion hazard.

(2) Ensure proper grounding is being used, deadman controls are not blocked, and no smoking is being observed.

c. Snow and Ice. Check to ensure that snow or ice on pavement surfaces do not affect aircraft operations.

d. Construction.

(1) Check for unauthorized use of runways, taxiways, and aprons by construction personnel and equipment.

(2) Keep a sharp eye out for possible opportunities of runway incursions and other irregularities.

(3) Check all construction projects to ensure that the safety plan is being followed by the contractor.

(4) Ensure that construction equipment is not operated in navigational aid critical areas unless coordination with FAA has been accomplished.

d. Public Protection.

(1) Be alert for unauthorized personnel, vehicles, and animals.

(2) Ensure gates are kept operable and clear for access by aircraft rescue and firefighting equipment.

e. Wildlife Hazard Management.

(1) Note any birds or animals, such as dogs, deer, etc., on or adjacent to the runways, taxiways, aprons, and ramps to determine if there is a potential wildlife hazard problem.

(2) Report any potential hazard created by birds on or adjacent to the airport.

f. Check the following for any potential problems:

(1) Control of pedestrian access to the movement areas.

(2) Loading and off-loading of passenger areas.

(3) Other movement areas frequented by the general public,

(4) Debris in movement areas.

11. PERIODIC CONDITION EVALUATION. Periodic condition evaluations consist of specific checks of physical facilities on a regularly scheduled basis (but less frequently than daily). Checks may require use of equipment (e.g., Walker Bar to measure VASI glide slope angles or transit to survey approach slopes) or checking specific features of physical facilities. Periodic evaluation of airport physical facilities and activities should cover at least the areas described in this section which are also included in Appendix 3.

a. Pavement Areas. Check pavement surfaces for rubber buildup, polishing, or other items affecting friction.

b. Markings and signs.

(1) Check pavement markings to ensure they are correct and clearly visible.

(2) Determine if markings are visible at night, especially examine for rubber buildup in the touchdown zone areas.

c. Lighting.

(1) Determine that power generator and circuit resistance tests are being conducted.

(2) Lights with adjustable optical systems should be checked for proper aiming.

d. Navigational aids. Periodically check the aiming of REIL's and Visual Glide Slope Indicators owned by the airport.

e. Obstructions.

(1) Check to ensure there are no overhead power lines in the aircraft parking areas.

(2) Annually survey trees and other structures near the airport which could affect glide path angles, approach light lanes, or be an obstruction to FAR Part 77 surfaces.

f. Fueling Operations.

(1) Quarterly inspect all fuel trucks to ensure they meet fire safety standards.

(2) Check fire extinguishers to ensure they are B-C rated, their seals are not broken, and the gauges read the proper pressure, if installed.

(3) Check the labelling on pipes in the fuel farm, especially at the loading platform, to ensure they are legible and properly marked.

(4) Check grounding facilities to ensure they are adequate.

(5) Check fuel storage tank overfill warning devices.

(6) Quarterly inspect all physical facilities for safety against fire and explosion. Airports certificated under FAR Part 139 are required to maintain a record of this inspection.

g. Aircraft Rescue and Firefighting.

(1) Periodically determine if the aircraft rescue and firefighting equipment is capable of meeting response times, if it is required under FAR Part 139.

(2) Hold hot-fire drills as required by FAR Part 139.

(3) Check to ensure the availability of adequate entry tools.

12. SPECIAL INSPECTIONS. Special inspections occur after receipt of a complaint or as triggered by an unusual condition or event. A special inspection should be conducted after an accident or incident. Depending upon circumstances, special inspections may include the inspection of any of the specific facilities or activities under the other three components. A special inspection of airport physical facilities and activities should cover at least the areas described in this section which are also included in Appendix 4.

a. Pavement areas. After a rain, check the pavement areas for ponding and edge damming.

b. Safety Areas.

(1) Check storm sewer system to verify that inlets are not clogged and drainage channels are free of debris. Note any standing water.

(2) Ensure all inlet covers are in place and sewer covers are at grade level.

(3) Conduct a special inspection before reopening a runway or taxiway following any construction or maintenance that has been performed in or around that safety area.

(4) Any time an aircraft has left the pavement and entered a safety area check to ensure that no ruts or holes have been made by the aircraft tires or by personnel and equipment during the recovery operation.

(5) Check for construction and maintenance activities to ensure that no hazardous conditions have been created (equipment left in safety areas, unacceptable pavement lips created by ground alteration work, ruts from mowing equipment, etc.).

c. Markings and Signs.

(1) Determine if markings are visible at night especially when the pavement is wet following a rain.

(2) After construction or maintenance operations, ensure that pavement markings are correct.

d. Snow and Ice.

(1) Several special inspections may be needed during a winter storm until the airport is back to a normal operation.

(2) Check to ensure that all foreign objects have been picked up after snow and ice removal operations.

(3) Issue braking action reports.

e. Construction.

(1) Conduct night inspections to ensure that obstruction and similar warning lighting is adequate to keep aircraft away from the construction area.

(2) Check construction equipment to ensure that they are parked within the pre-arranged areas.

13. NOTICES TO AIRMEN. Ensure that if unsafe conditions are uncovered as a result of safety self inspections and corrective action can not completed immediately, appropriate **NOTAMS** are issued through the Flight Service Station and that local airport users are-aware of the situation. After reporting **NOTAMS** to the Flight Service Station, follow-up to ensure that the **NOTAMS** were issued.

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Director, **Office** of Airport Standards

APPENDICES 1-4

SUGGESTED AIRPORT SAFETY SELF-INSPECTION CHECKLISTS

An airport safety self-inspection checklist should cover the condition of the facilities and equipment on the airport for it to be a part of a good safety inspection program. The checklist should be developed so that it is useful for the airport and its operation. A sketch of the airport is highly recommended to readily identify the location of problems found during the daily inspection.

The suggested checklists consist of a listing of facilities and equipment and a series of conditions that are inspected along the side of the page.

The blank squares indicate the conditions to be evaluated for each facility. A check in one of these squares would indicate that the condition of the facility and equipment was found to be satisfactory. On the other hand, an "x" in one of these squares would indicate that the condition of the facility and equipment was found to be unsatisfactory.

When an unsatisfactory condition is found:

(1) An "x" for each applicable square should be entered;

(2) A note provided in the remark section;

(3) The location of the condition should be identified in the airport sketch; and

(4) Appropriate follow-up action including NOTAMS should be initiated.

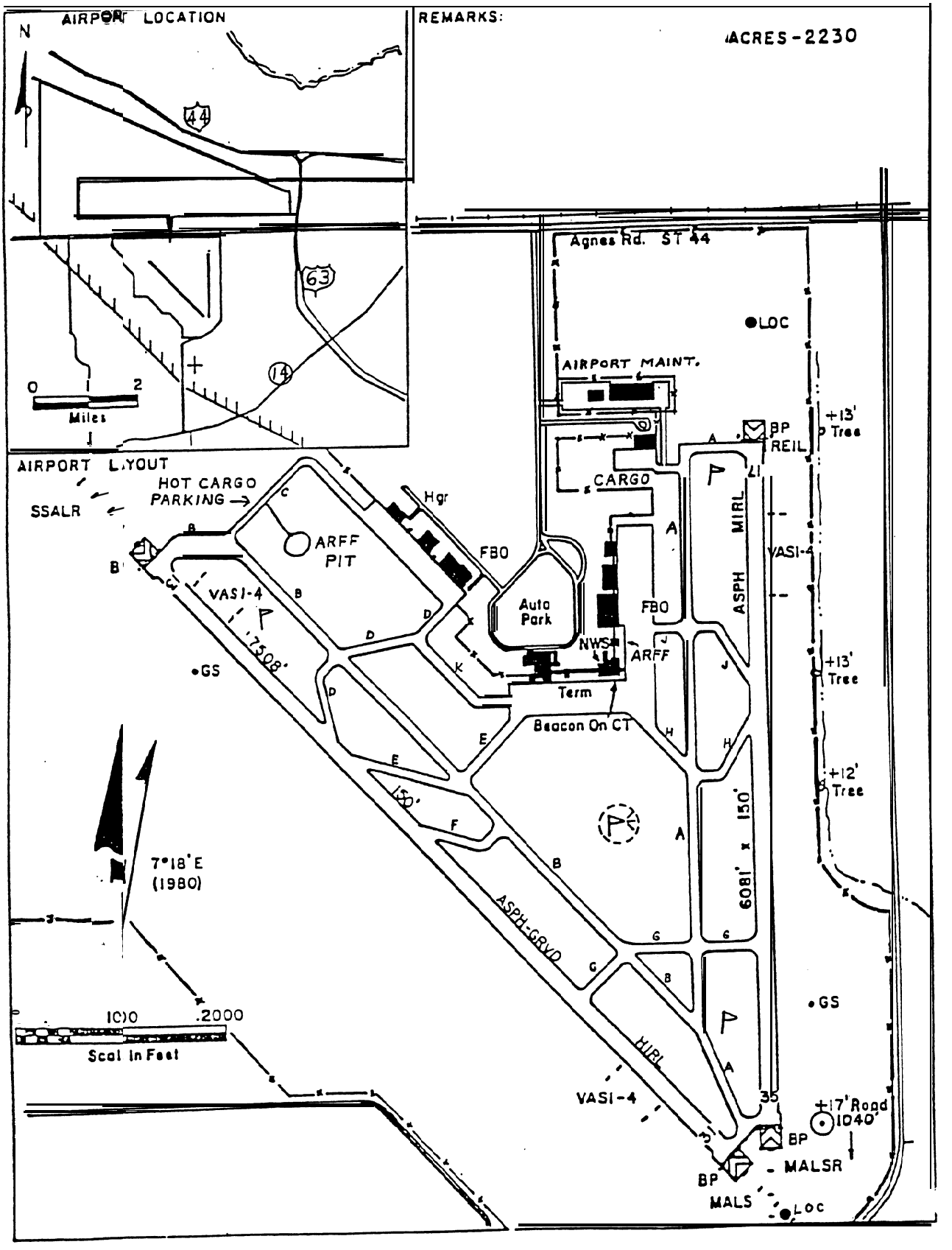
REGULARLY SCHEDULED INSPECTION CHECKLIST

DATE:_____ DAY:_____ ✓ Satisfactory X Unsatisfactory

TIME:_____ INSPECTOR:_____

FACILITIES	CONDITIONS	✓	REMARKS
Pavement Areas	Pavement Lip Over 3"		
	Hole 5" Diam. 3" Deep		
	Cracks/Spalling/Bumps		
	FOD: Gravel/Debris/Etc.		
	Rubber Deposits		
	Ponding/Edge Dams		
Safety Areas	Ruts/Humps/Erosion		
	Drainage/Construction		
	Objects/Frangible Bases		
Markings and Signs	Visible/Standard		
	Hold Lines/Signs		
	Frangible Signs		
Lighting	Obscured/Dirty/Faded		
	Damaged/Missing		
	Inoperative		
	Faulty Aim/Adjustment		
Navigational Aids	Rotating Beacon		
	Wind Indicators		
	REILs/VGSI Systems		
Obstructions	Obstruction Lights		
	Cranes/Trees		
Fueling Operations	Fencing/Gates/Signs		
	Fuel Marking/Labeling		
	Fire Extinguishers		
	Grounding Clips		
	Fuel Leaks/Vegetation		
Snow & Ice	Surface Conditions		
	Snowbank Clearance		
	Lights & Signs Obscured		
	NAVAIDS/Fire Access		
Construction	Barricades/Lights		
	Equipment Parking		
ARFF	Equipment/Crew Avail.		
	Communications/Alarm		
Public Protection	Fencing/Gates		
	Signs		
Wildlife Hazards	Dead Birds		
	Flocks of Birds/Animals		

Airfield Map on Reverse Side


AIRPORT LOCATION
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REMARKS:
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AIRPORT LAYOUT
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Beacon On CT
+13' Tree
+12' Tree
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7°18'E
(1980)
ASPH-GRVD
HIRL
VASI-4
35
+17' Road
1040'
MALSR
MALS
1000 2000
Scal in Feet

CONTINUOUS SURVEILLANCE CHECKLIST

DATE:_____ DAY:_____

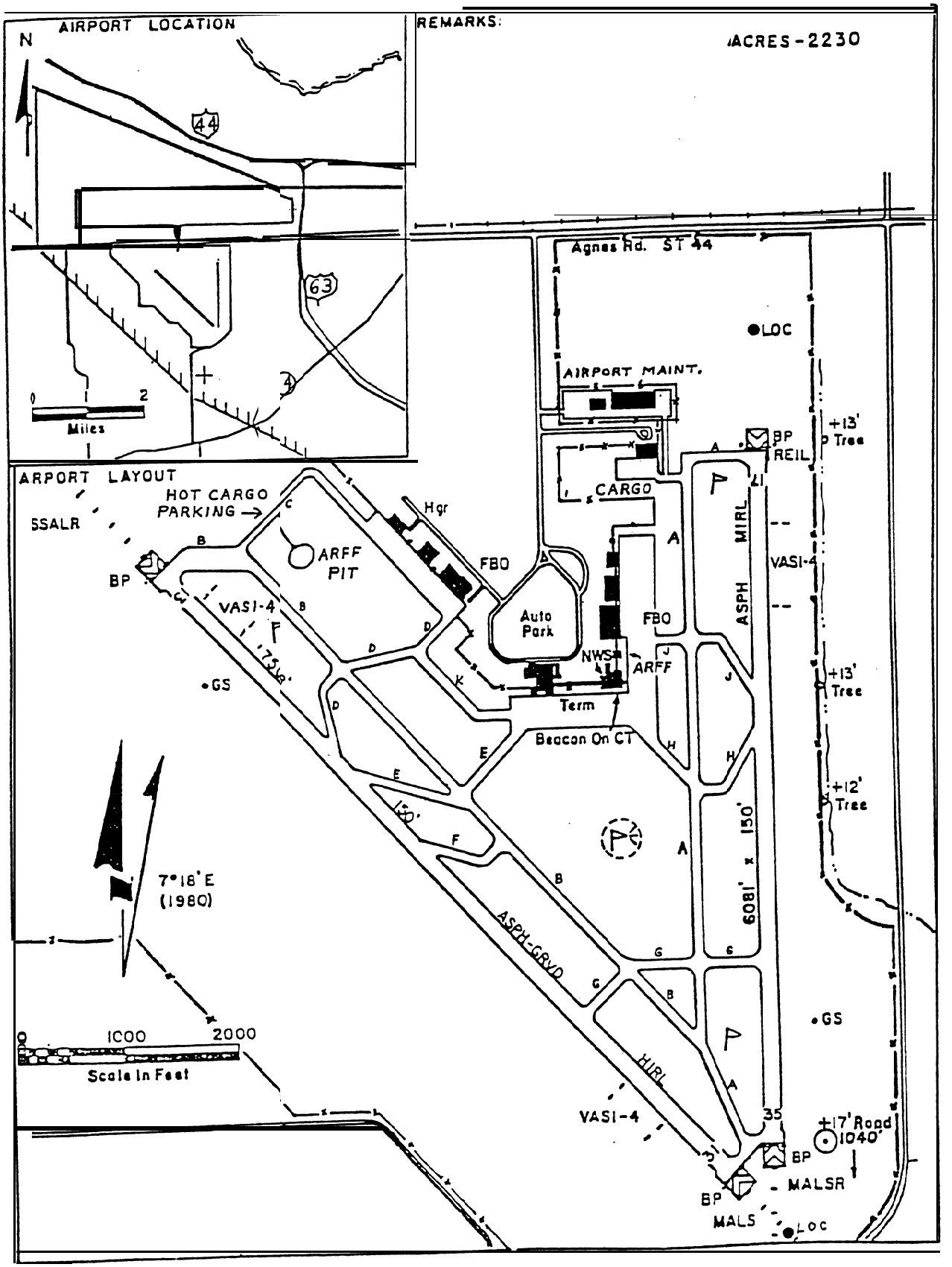
TIME:_____ INSPECTOR:_____

✓ Satisfactory
X Unsatisfactory

FACILITIES	CONDITIONS	✓	REMARKS
Ground Vehicles	Rules/Procedures Followed		
Fueling Operations	Fire /Explosion Hazards		
	Ground/No Smoking		
Snow & Ice	Surface Conditions		
Construction	Safety Plan		
	Runway Incursions		
	Runway & Taxiway Use		
Public Protection	Unauthorized Persons		
	Unauthorized Vehicles		
	Gates Clear		
Wildlife Hazards	Birds/Animals		
Miscellaneous	Pedestrians in Movement Area		
	Passenger Load/Unload		
	Debris in Movement Area		

ADDITIONAL **REMARKS:**

Airfield Map on Reverse Side


AIRPORT LOCATION
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REMARKS:
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ARPORT LAYOUT
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REIL
+13' Tree
CARGO
HOT CARGO PARKING
SSALR
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FBO
ARFF PIT
BP
VASI-4
ASPH
MIRL
Auto Park
FBO
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Beacon On CT
GS
+13' Tree
+12' Tree
7°18'E (1980)
150'
ASPH-GRVD
6081' x 150'
MIRL
VASI-4
35
+17' Road
1040'
BP
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LOC
0 1000 2000
Scale In Feet

PERIODIC CONDITION EVALUATION CHECKLIST

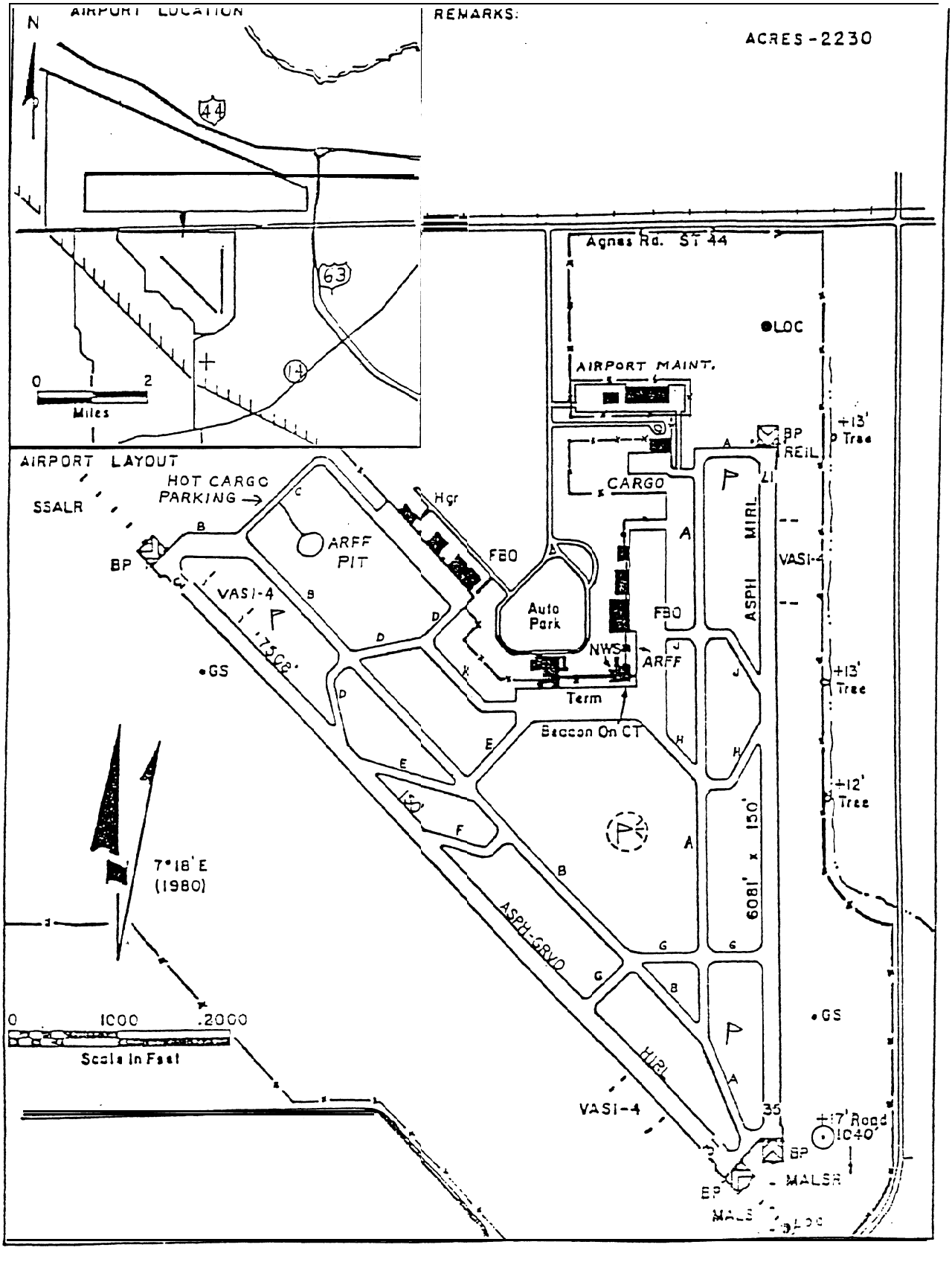
DATE: _____ **DAY:** _____ ✓ Satisfactory × Unsatisfactory

TIME: _____ INSPECTOR: _____

FACILITIES	CONDITIONS	✓	REMARKS
Pavement Areas	Rubber Deposits		
	Polishing		
Markings and Signs	Visible/Standard		
Lighting	Power Generator Check		
	Circuit Resistance Test		
	Aim/Adjustment		
Navigation& Aids	REILs/VGSI Aiming		
Obstructions	Surveyed Trees/Structures		
	Check Overhead Power Lines		
Fueling Operations	Physical Facilities		
	Mobile Fuelers		
	Fire Extinguishers		
	Fuel Marking/Labeling		
	Grounding Clips		
Aircraft Rescue and Firefighting	Response Times		
	Live Fire Drills		

ADDITIONAL COMMENTS:

Airfield Map On Reverse Side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44
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REIL
+13' Tree
CARGO
HOT CARGO PARKING
SSALR
Hgr
ARFF PIT
FBO
VASI-4
ASPH MIRL
Auto Park
NWS
ARFF
Term
Beacon On CT
GS
7°18' E (1980)
6081' x 150'
+12' Tree
ASPH-GRVD
MIRL
+17' Road
1040'
MALSR
0 1000 2000
Scale in Feet

SPECIAL INSPECTION CHECKLIST

DATE:_____ DAY:_____

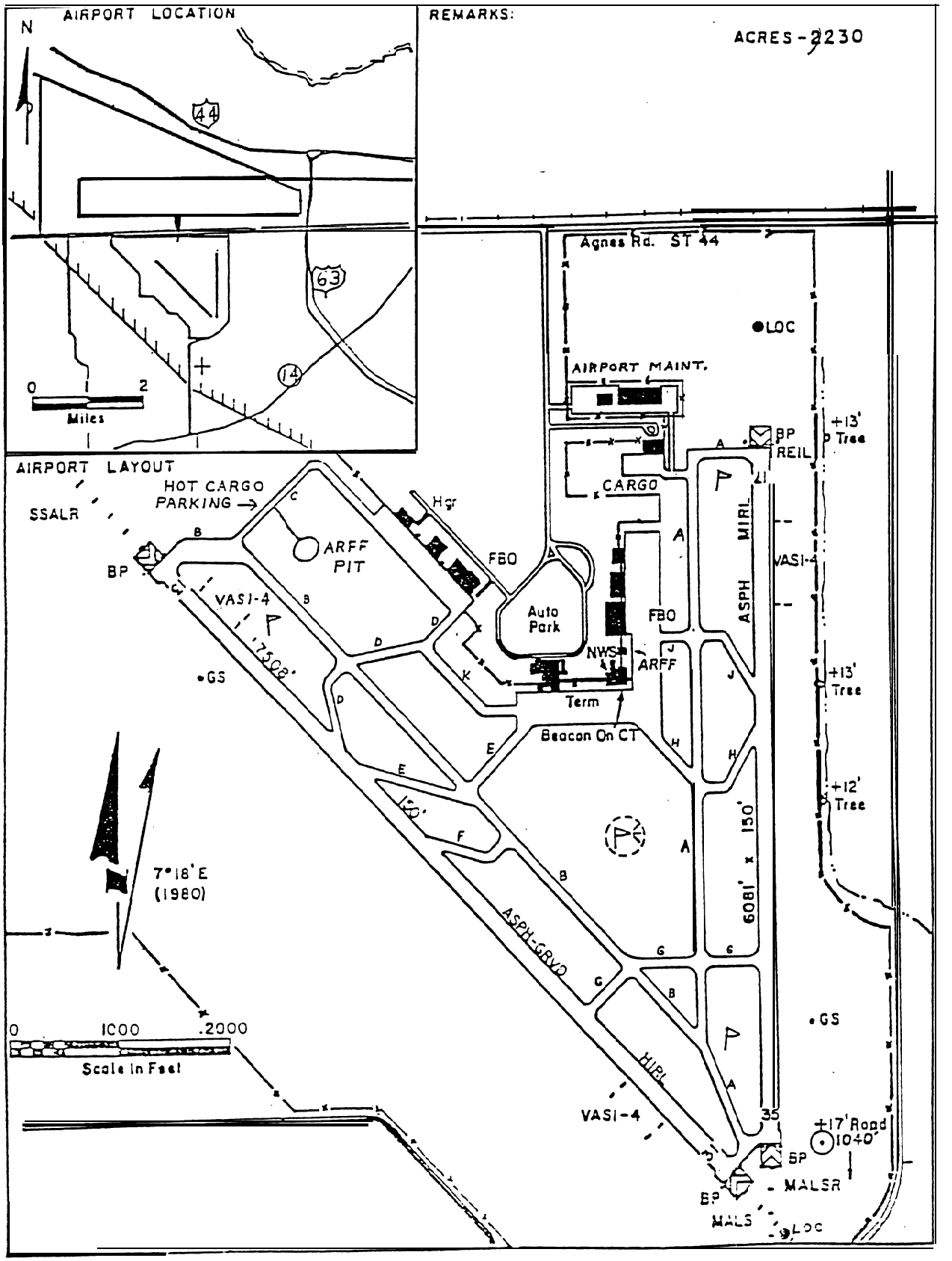
TIME:_____ INSPECTOR:_____

✓ Satisfactory
X Unsatisfactory

FACILITIES	CONDITIONS	✓	REMARKS
Pavement Areas	Ponding/Edge Dams		
Safety Areas	Drainage		
	Reopening Runways		
	Reopening Taxiways		
Markings and Signs	Visible After Rain		
	Standard After Construction		
Snow and Ice	Surface Conditions		
	Snowbank Clearance		
	Lights & Signs Obscured		
	FOD		
	Braking Action Reports		
Construction	Barricades		
	Construction Lights		
	Equipment Parking		

ADDITIONAL REMARKS:

Airfield Map on Reverse Side


AIRPORT LOCATION
N
44
63
14
0 1 2
Miles
REMARKS:
ACRES - 2230
AIRPORT LAYOUT
Agnes Rd. ST 44
LOC
AIRPORT MAINT.
BP
REIL
+13' Tree
CARGO
HOT CARGO PARKING →
SSALR
ARFF PIT
FBO
Hgr
Auto Park
VASI-4
ASPH
MIRL
NWS
ARFF
Term
Beacon On CT
GS
7308'
7°18' E (1980)
ASPH-GRVD
6081' x 150'
+12' Tree
+17' Road
1040'
MALSR
MALS
0 1000 2000
Scale In Feet